

FISCAL NOTE

Bill #: HB0301

Title: Bicyclist and pedestrian planning in highway planning

Primary Sponsor: Facey, T

Status: As Introduced

Sponsor signature	Date	Chuck Swysgood, Budget Director	Date
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Fiscal Summary

	FY 2004 Difference	FY 2005 Difference
Expenditures:		
State Special Revenue	Undeterminable	Undeterminable
Revenue:	\$0	\$0
Net Impact on General Fund Balance:	\$0	\$0

- | | |
|---|--|
| <input type="checkbox"/> Significant Local Gov. Impact | <input checked="" type="checkbox"/> Technical Concerns |
| <input type="checkbox"/> Included in the Executive Budget | <input type="checkbox"/> Significant Long-Term Impacts |
| <input type="checkbox"/> Dedicated Revenue Form Attached | <input type="checkbox"/> Needs to be included in HB 2 |

Fiscal Analysis

ASSUMPTIONS:

1. The bill is unclear regarding what is expected of the department in order to “consider the safety and accommodation of pedestrians and bicyclists.” One interpretation could be to design bicycle and pedestrian paths to American Association of State Highway and Transportation Officials (AASHTO) guidelines on highway reconstruction projects. These guidelines indicate a minimum four-foot pathway should be provided which would require a 36-foot minimum paved surface. Many current DOT designs are less than 36 feet and would require additional width to accommodate pedestrian and bicycle traffic. It is estimated to cost \$11,500 per extra foot of width per mile of additional widening. About 100 miles of highway per year would be affected requiring an average of about 6 additional feet. This would amount to approximately \$6.9 million annually (the cost of one typical reconstruction project) that would have to be found within the existing highway construction budget.
2. Another interpretation of the bill, again to AASHTO standards, could be to build separate paths for bicycle and pedestrian traffic. The cost for this interpretation is not readily quantifiable.

TECHNICAL NOTES:

1. The bill is unclear regarding projects to which the bill would apply. The title refers to certain “state-funded highway projects” while Section 1 refers to projects other than federal-aid interstate highway projects. There are many highway projects that are not on the interstate but are eligible for federal aid.